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March 6, 2007

Ms. Nicole Steele, Project Manager
Department of Planning
County of Loudoun
1 Harrison Street, SE, 3rd Floor
Leesburg, VA 20177

Re: Lenah Auto Service – SPEX 2006-0030

Dear Ms. Steele:

The following are our responses to the referral agency comments. The comments on the pages indicated below:

<u>Referral Agency</u>	<u>Page</u>
1. Loudoun County Sanitation Authority Letter dated November 29, 2006.	3
2. Loudoun County Division of Environmental Health Memorandum dated December 14, 2006.	4
3. Department of Fire, Rescue and Emergency Management Letter dated December 20, 2006.	5
4. Loudoun County Office of Transportation Services Memorandum dated December 21, 2006.	
5. Building and Development - Zoning Administration Memorandum dated December 28, 2006.	

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	<u>Referral Agency</u>	<u>Page</u>
6.	Virginia Department of Transportation Letter dated January 3, 2007.	
7.	Department of Building and Development – Environmental Review Memorandum dated January 8, 2007	
8.	Department of Planning – Land Use Review Memorandum dated January 8, 2007.	

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Loudoun County Sanitation Authority
Letter dated November 29, 2006

COMMENT: The Sanitation Authority has reviewed the referenced Special Exception application and offers no objection to the proposed use. The applicant proposes to serve this site by an existing private well and a private drainfield system. Therefore, the Authority has no involvement with this application.

RESPONSE: No response required.

Division of Environmental Health
Memorandum dated December 14, 2006

COMMENT: This Department reviewed the plat, submitted by Vollmer Associates LLP dated July 2006, and recommends approval with the following comments/conditions to the proposal.

- 1) There should be no food preparation on site.
- 2) There should be no water offered to the public, this includes no public drinking fountains.
- 3) There should be no grading, paving or disturbance within 10 feet of the existing drainfield or any of the components.

RESPONSE: Applicant has been advised of the recommendations from Environmental Health. This is noted on cover sheet, general note 12.

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Department of Fire, Rescue and Emergency Management
Memorandum dated December 20, 2006

COMMENT: Thank you for the opportunity to permit the renovations of an existing service station in the RC Zoning District. The Fire and Rescue Planning Staff, in agreement with the Fire Marshal's Office, has no objection to the application as presented.

Staff did not receive comments from the first due fire-rescue company by the requested due date. If you have any questions or need additional information, please contact me at 703-777-0333.

RESPONSE: No response is required.

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**Office of Transportation Services
Memorandum dated December 21, 2006**

COMMENT 1: The applicant submitted a trip generation study which compared the service station trip generation with a by-right trip generation for a rural commercial land use. The study concluded 674 daily vehicle trips (dvt) would be generated by the service station versus 2,248 dvt by the by-right use. The conclusion misses the point that adding two additional fueling dispensers will increase trips with respect to the existing service station.

RESPONSE: See attached memo dated January 23, 2007. Note that the trips will not be increased due to addition of fueling dispensers as we are not a destination use. The number of cars on the adjacent road remains the same whether we have 2 or 4 fueling dispensers.

COMMENT 2: Current traffic volumes on a two lane Route 50 indicate likely inadequate service levels in the road's current two-lane configuration. As such, access to the site should be reconfigured to a single entrance meeting VDOT standards along with a right-turn lane meeting VDOT standards.

RESPONSE: We do not concur, existing entrances as shown are to remain. In addition, we do not believe a right turn only lane is needed on this section of Rt. 50

COMMENT 3: A note on the current CTP says the future typical section for Route 50 fronting this property. That is being done as part of the Countywide Transportation Plan (CTP). OTS checked with VDOT and found that no Route 50 traffic-calming project currently under design will reach as far east as this site. Therefore, Route 50 could be widened along the project frontage which may require right-of-way from this site. VDOT's views are welcome.

RESPONSE: VDOT has approved right-of-way on the northern side of Rt. 50. sufficient for the future widening projects. Additional right of way along the subject parcel is unnecessary.

Virginia Department of Transportation
Letter dated January 3, 2007

COMMENT 1: For informational purposes, please show and clearly label on the vicinity map the alignment of the proposed "Lenah Connector (U4)" as shown on the Loudoun *Countywide Transportation Plan (CTP)*.

RESPONSE: The road is now shown on the vicinity map.

COMMENT 2: Please clearly dimension Route 50 right of way from centerline and from right of way line to right of way line.

RESPONSE: This is now dimensioned.

COMMENT 3: Related to comment # 2: If necessary, additional right of way should be dedicated from centerline to ensure that at least the minimum of 25'–35' from centerline is met as specified in the *CTP (R2 Typical Section)*.

RESPONSE: We have 30' from centerline to R.O.W., therefore no revision is required.

COMMENT 4: In order to reduce the number of conflict points along Route 50 and to decrease the number of potential conflicting turning movements, at least one of the access points to this facility should be closed. We recommend this be the middle entrance as it was not shown in the sight distance exhibit and its elimination would create better separation between the remaining entrances.

RESPONSE: It is our intention to keep all 3 existing entrances as is. All references to proposed entrance for lot 7E have been removed.

COMMENT 5: What is the intent of "Future Lot 7E Access", i.e., present and/or future intended use, vehicle trip generation rate, vehicle classification, etc?

RESPONSE: As stated above, this access has been removed.

COMMENT 6: Comment # 5 should be taken into consideration with comment # 4.

RESPONSE: No response required.

COMMENT 7: Conduct and submit for review a bona fide turn lane warrant analysis in accordance with VDOT standards or other accepted methodologies. Include but not limited to ADT Route 50, posted and design speed of Route 50, site generated trip volumes based on proposed conditions, traffic directional splits and traffic dispersion at entrances, etc.

RESPONSE: We do not believe this study is warranted. Our use is not a destination use therefore current traffic will not increase due to the replacement of 2 fueling pumps.

COMMENT 8: VDOT *Minimum Standards of Entrances to State Highways* requires a minimum distance of 30' from gasoline pump to right of way line when the pumps are aligned between 45 degrees – 90 degrees to the pavement edge. Please dimension the distance of these pumps from the pavement edge and ensure that this criterion is met.

RESPONSE: This is now dimensioned, we have +50' distance therefore no revision is required.

COMMENT 9: The westernmost entrance should be dimensioned at the P. T. of the returns (i.e., measured at the throat of the entrance) not measured at an angle as shown now. VDOT standards call for this dimension to be between 30'– 40'.

RESPONSE: This has been revised accordingly.

Building and Development – Zoning Administration
Memorandum dated December 28, 2006

CRITICAL ISSUES

COMMENT 1: Zoning data plat note #2 and the statement of justification must reference all the existing parcels that are involved with this proposal: Parcels 7, 7A, 7D and 7E. The land development application should include all parcels. The “Property Line Note” on sheet #2 should be corrected to include 7A. [Sec.6-403 Checklist]

RESPONSE: Zoning data note and Property Line Note have been corrected on the plat.

COMMENT 2: The plat insert vicinity map shown at 1” = 100’ and the plan view sheet should label Parcel 7D, the existing use site; and label all newly proposed/relocated parcel boundaries. [Sec.6-403 Checklist]

RESPONSE: Parcel 7D information is now shown; parcel boundaries have been labeled.

COMMENT 3: An approval condition must require the submission, approval and recordation of a Boundary Line Adjustment plat prior to approval of the site plan [Sec.2-900, 5-1300 & 5-1400]. This comment is not intended as an endorsement nor is it a guarantee that the plat will be approved [Sec.1-404(B)&(C)].

RESPONSE: No response is required.

COMMENT 4: However, the SPEX plat should be revised to propose a lot line to the rear of Parcel 7D so that the existing metal storage structure does not straddle the new parcel boundary, since the lots are under the same ownership and can be made to be more conforming. The “trailer” label should be removed from the SPEX plat.

RESPONSE: Metal structure is to be removed, parcel line remains the same.

COMMENT 5: The plan should identify pedestrian linkages to adjacent properties. [Sec.2-907(E)]

RESPONSE: No pedestrian linkages are proposed, nor needed as we are a vehicle fueling station. There are no pedestrian facilities on either side of the subject parcel.

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COMMENT 6: The plan proposes multiple entrances on a primary arterial road, and coordination with OTS and VDOT should confirm how to minimize any threat to public safety. [Sec.2-907(G)]

RESPONSE: The plan does not propose any new entrances; all entrances now shown are existing and meet VDOT standards.

COMMENT 7: The front buffer yard note on sheet #2 should also reference "with berm" along Rt.50, a primary arterial road. [Sec.5-1406(E)(2)].

RESPONSE: The berm reference has been added.

COMMENT 8: The proposed multiple entrances may interfere with the ability to provide the required front buffer yard.

RESPONSE: Landscaping will conform to county ordinance standards as set forth in section 5-1400, including any waivers or modifications that may be required at site plan stage.

OTHER ISSUES:

COMMENT 9: The plan should label the required 15' yard to the west of the site. [Sec.2-905(C)(2)]

RESPONSE: This label is shown.

COMMENT 10: The plan should label the uses of adjacent parcels, as selected from the use list in the RC District. [Sec.2-905]

RESPONSE: Uses are shown per district and real estate property tax information.

COMMENT 11: The zoning data notes should include building requirements for the maximum 70% lot coverage, the maximum 35' building height, and the maximum .40 FAR. Please note that if any additional right-of-way is required, zoning calculations and yards will be impacted. [Sec.2-906, Sec.1-205(J)]

RESPONSE: This data is shown, see zoning data notes 6, 7 & 8.

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COMMENT 12: The zoning notes indicate that 17 off-street parking spaces are provided, however, only 16 spaces are shown—this discrepancy must be corrected.

RESPONSE: Parking has been revised.

COMMENT 13: The GFA of the service bays can be subtracted from the total GFA for the 2.5/1,000 SF calculation. The calculations should include all GFA for this purpose.

RESPONSE: Parking has been revised and service bay square footage is subtracted from GFA for parking tabulation purposes.

COMMENT 14: The parking calculations must factor in any on-site commercial vehicles associated with this use. [Sec.5-1102(A)(4)]

RESPONSE: There are no on-site commercial vehicles associated with this use.

COMMENT 15: The plan must provide a loading space. [Sec.5-1102(E)]

RESPONSE: Loading space is now provided.

COMMENT 16: The plan must identify ADA parking space locations that allow pedestrians en route to the building entrance without crossing in front of service bay doors.

RESPONSE: ADA parking spaces are now provided.

COMMENT 17: The plan shows existing signage information that may not comply with the current sign regulations. All signage information should be labeled as for illustrative purposes only or removed from the plan so as not to imply approval of a sign modification. A plat note must be added to state that all signage will comply with the requirements of Sec.5-1200.

RESPONSE: Signage note is added; see general note 12 on cover sheet.

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COMMENT 18: The plan should include a note to reference compliance with the tree canopy requirements of Sec.5-1300.

Ordinance and is so noted on cover sheet, see general notes 3 & 4.

COMMENT 19: Zoning data note #1 must insert "Revised" in the applicable Ordinance reference.

RESPONSE: Done.

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**Department of Building and Development
Memorandum dated January 8, 2007**

COMMENT 1: Staff recommends a Special Exception Condition requiring oil-water separator BMPs to be incorporated into the gas station site plan in addition to other required BMPs to filter runoff containing higher concentrations of hydrocarbons and petroleum expected in this location. This site fits the stormwater hotspot use described in Section 5.320 of the Facilities Standards Manual.

RESPONSE: We believe that this issue should be resolved at site plan stage as we do not have sufficient engineering data to respond.

COMMENT 2: Consistent with surface water policy 21 of the Revised General Plan, please describe and depict secondary containment of the storage tanks and fueling area. Please also describe treatment and emergency response contingencies for leaks or spills.

RESPONSE: The underground storage tanks will be double wall fiberglass with the capability for interstitial monitoring (cavity between the inner tank and the outer tank). They will also have a fiberglass collar around the man way to chemically bond a sump riser to create a liquid tight containment compartment for the installation of the submersible pump and connection point for each product line. The product lines will be flexible double wall piping with the UL 971 rating. This piping is approved for all petroleum products as well as ethanol, biodiesel, and various additives required by the E.P.A. This double wall piping will be installed inside a four-inch poly pipe, which serves two purposes. It will provide another pipe for containment in case of a line release and it will also provide a means to completely remove a failed line and install a new line without doing any site demolition.

Each electronic blending and multi-product dispenser will be attached to a fiberglass dispenser sump. Each sump has a liquid tight connection boot for each product line and electrical conduit to insure no petroleum products get into the environment or ground water gets into the sump. These sumps also catch and contain petroleum that is spilled during dispenser filter changes or routine maintenance operations. Each dispenser is equipped with an automatic shear valve, which will automatically stop the flow of fuel if the dispenser is hit and is dislocated from the sump. Under each dispenser is a sump fire suppression system, which will automatically activate in case of a fire to extinguish the fire.

There is a five-gallon containment sump around each fill pipe on each tank to insure the transport drivers do not spill any fuel during the transfer of fuel from the tanker to the underground storage tanks. The emergency response info has been added to plat.

**Department of Planning
Memorandum dated January 8, 2007**

COMPLIANCE WITH COMPREHENSIVE PLAN

The property is governed by the Revised General Plan (Plan), the Revised Countywide Transportation Plan (Revised CTP), the Arcola Area/Route 50 Corridor Plan, and the Countywide Retail Plan Amendment (Retail Plan). The subject site is located within the Upper Broad Run Subarea of the Transition Policy Area. The Revised General Plan specifies the subject site as suitable for transitional land uses, which are defined as “a blend of rural and suburban development features...” that “...achieve a balance between the built and natural environments” (Revised General Plan, text, p. 8-1).

LAND USE

COMMENT 1: The Revised General Plan’s intent for the Transition Policy Area is to provide a “visual and spatial transition” between the Suburban and Rural Policy Areas (Revised General Plan, Policy 2, p. 8-2). The non-residential component of the Transition Policy Area will be comprised of uses that represent an appropriate transition from the suburban to rural land uses, such as golf courses, active recreation uses, kennels, nurseries and similar commercial uses, public and private schools and other compatible institutional uses provided they meet specific criteria that address the nature, scale and intensity of the use, market area and design characteristics (Revised General Plan, text, p. 8-2, and Policy 15, p. 8-7). Nonresidential uses within the Transition Policy Area are intended to “promote the rural character while serving both the rural and suburban populations” (Revised General Plan, text, p. 8-2).

The existing service station has retained its rural, small-town character, while serving the surrounding community since the early 1950’s. This is the intent of nonresidential uses within the Transition Policy Area. The Plan supports the expansion of existing commercial uses in the Transition Policy Area that serve the surrounding rural and suburban population. However, the proposal should ensure that the existing character of the use is not compromised in the process, and that the use continues to represent the spatial transition from suburban to rural land uses. Concerns regarding the design of the canopy expansion, lighting, and landscaping are outlined below.

Staff finds the proposed service station expansion is in conformance with the policies of the Revised General Plan in terms of use, as it promotes a rural character and represents an

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appropriate transition from suburban to rural uses along Route 50, while providing a service to the local rural and suburban population.

RESPONSE: No response required.

CANOPY DESIGN

The proposal includes a canopy expansion that will house a total of four pumps. The proposed canopy will be 23' x 106', approximately twice the size of the existing canopy. The application does not include information on the design of the existing or proposed canopy, and whether or not the proposed canopy will be designed to complement the existing service station. The proposed canopy expansion should be reduced in size and designed in keeping with the character of the existing service station and surrounding community. Traditional architectural elements and details such as a low-pitched gable or hipped roof, a simple boxed cornice with molded soffit detail, and building materials such as asphalt shingle or standing seam metal roofing could be incorporated into the design of the canopy. A gas station approved on July 19, 2005 (SPEX 2003-0027, Piercy's Garage) incorporated architectural elements such as a shingle finish roof, and white column wraps. Attachment 1 is portion of the SPEX plat approved for Peircy's garage, which serves as an example of what materials and design elements could be used in the design of the proposed canopy for this site.

Staff recommends that the design and materials of the proposed canopy expansion complement the existing service station and surrounding area. Staff would be happy to work with the applicant to identify and discuss different design options for the proposed canopy.

RESPONSE: The canopy details are now shown. The fascia is white to match main building color and text is green to match trim on building.

LIGHTING

COMMENT 2: The Plan promotes night-lighting standards that will "reduce light pollution such as glare, energy waste, light trespass, and the deterioration of the natural nighttime environment" (Revised General Plan, text, p.5-42).

No information has been submitted regarding the type of lighting that will be used on the proposed canopy expansion. The proposed lighting should be designed to reduce glare and spillage of light onto adjoining properties. Information regarding lighting and/or proposed lighted signage should be provided to assess the potential visual impact of the project. In particular, information regarding the times of illumination and intensity of lighting necessary for the operation of the facility should be provided. The issues of intrusive light trespass and light

pollution created by the proposed site and signage lighting on the adjoining properties should also be addressed.

Staff recommends information be provided regarding lighting of the proposed canopy including types of lighting, intensity of lighting and times of illumination to further evaluate light trespass and impacts on the adjoining properties.

RESPONSE: Photometric information and details now provided on plat.

LANDSCAPING

COMMENT 3: The Transition Area is envisioned to serve as a spatial transition from the suburban east to the rural western part of the County (Revised General Plan, text, p. 8-1). To provide an aesthetically pleasing corridor, all properties along Route 50 will be developed with a unified treatment of setbacks and landscaping consistent with the landscaping guidelines established as a result of the Route 50 Task Force Report (Arcola Area/Route 50 Corridor Plan, Policy 1, p. 3). ZOAM 2006-0002, Route 50 Landscaping, was approved on September 12, 2006, to implement the landscaping recommendations of the Route 50 Task Force.

The SPEX plat shows the proposed location of buffer yards, but does not provide detailed information on the types and locations of plantings. The service station is along Route 50, a major transportation corridor and gateway to and from Fairfax County to points east and west. It is the intent of the Arcola Area/Route 50 Corridor Plan for Route 50 to have unified landscaping along the entire length of the corridor through the County.

Staff recommends significant landscaping be provided along the Route 50 frontage, in the form of a Type 5 buffer. Detailed information on the types and locations of plantings should be submitted for staff's review.

RESPONSE: This section does not apply to our site as we are located outside this area of Route 50. Landscaping will be provided in accordance with Zoning Ordinance Section 5-1400, including waivers or modifications, as required at site plan stage.

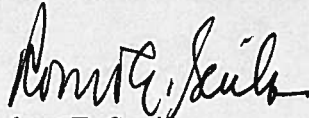
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I believe we have addressed all of the County's comments regarding this application. Enclosed are fifteen (15) revised Special Exception Plat for review.

I look forward to hearing back from you on this application after you have reviewed the Applicant's responses to the referral comments.

Sincerely yours,

SEVILA, SAUNDERS, HUDDLESTON & WHITE, P.C.

A handwritten signature in black ink, appearing to read "Robert E. Sevilla", written over a faint, circular embossed seal.

Robert E. Sevilla

enclosures

cc: Mr. Randolph Rouse
Kevin Van Hise

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May 16, 2007

Ms. Nicole Steele, Project Manager
Department of Planning
County of Loudoun
1 Harrison Street, SE, 3rd Floor
Leesburg, VA 20177



Re: Lenah Auto Service – SPEX 2006-0030

Dear Ms. Steele:

The following are our responses to the 2nd referral agency comments. The comments on the pages indicated below:

<u>Referral Agency</u>	<u>Page</u>
1. Community Planning, Department of Planning Memorandum dated March 27, 2007	2
2. Zoning Administration, Department of Building and Development Memorandum dated March 28, 2007.....	4
3. Office of Transportation Services Memorandum dated April 3, 2007.....	6
4. Virginia Department of Highways Letter dated April 4, 2007.....	8
5. Environmental Review Team Memorandum dated April, 11, 2007.....	9

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**Department of Planning
Memorandum dated March 27, 2007
from Melanie L. Wellman, Planner**

COMMENT 1: CANOPY DESIGN

In the first referral staff recommended that the design and materials of the proposed canopy expansion complement the existing service station and surrounding area. The proposed canopy will be 23' x 106', approximately twice the size of the existing canopy. The proposed SPEX plat indicates that the existing canopy will be removed and replaced entirely with a new canopy, which suggests the opportunity to incorporate new design elements. Staff wants to ensure that the canopy's appearance complements both the existing service station and surrounding Transition Policy Area, which is envisioned to contain a blend of rural and suburban development features. The proposed design of the canopy exhibits an industrial look, typically seen in more developed, Suburban neighborhoods. Staff suggested using a similar gas station design approved on July 19, 2005 (SPEX 2003-0027, Piercy's Garage) as an example of how architectural elements such as a shingle finish roof, and white column wraps can be incorporated into a gas station canopy.

The applicant has responded by providing a canopy illustration on the SPEX plat, and indicating that the fascia will be white to match the main building color, and the logo text green to match the trim on building. Staff agrees with the color scheme, as the proposed colors will complement the color of the existing service station. However, staff continues to believe there is an opportunity to incorporate some other design features, such as a low hipped roof with shingle detailing, and white column wraps (see Attachment 1 - Design Illustratives from SPEX 2003-0027, Piercy's Garage).

Staff recommends that the design and materials of the proposed canopy expansion complement the existing service station and surrounding area. Staff would be happy to work with the applicant to identify and discuss different design options for the proposed canopy, such as a low hipped roof with shingle detailing, and white column wraps, such as those seen on other canopies.

RESPONSE: The proposed canopy is designed to match the existing canopy that was installed in 2006. However, the applicant is considering a modification to the existing service station building that may meet the Counties request. The current idea is to change the service station roof to a Mansard style instead of the current gable end.

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COMMENT 2: LANDSCAPING

In the first referral, staff requested a Type 5 buffer be provided along the frontage of the site, consistent with the Route 50 Plan. Staff reevaluated this action, and concluded that the property is not within the limits of the Route 50 Plan. However, a buffer is required by the Zoning Ordinance, as depicted on the SPEX plat. Staff defers to Zoning regarding whether or not the buffer will be achievable, given the proposed multiple entrances at the front of the site. If the required buffer cannot be achieved, staff recommends plantings be incorporated into the frontage of the site, where feasible. Landscaping should be depicted on the SPEX plat and a commitment should be made to provide the landscape shown. Landscaping will enhance the appearance of the site, and will partially screen the service station from Route 50, which is a gateway through the County.

Staff recommends that plantings, in the form of scattered shrubs and trees, be incorporated into the frontage of the site if the required buffer is not achievable due to the site's existing layout and multiple entrances. Staff recommends a commitment to maintaining the landscaping provided.

RESPONSE: This is now noted on the plat, see General Note 13 on cover sheet.

In addition, staff also recommends the following conditions of approval:

1. That lighting be fully shielded and directed downward to reduce glare and light trespass onto adjoining properties; and,
2. That landscaping along the frontage of the site be maintained throughout the life of the project.

RESPONSE: Applicant acknowledges the above recommendations and agrees to the recommendations.

Nicole Steele, Project Manager
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**Zoning Administration
Building and Development
Memorandum dated March 28, 2007
from: Diane B. Ferrall, AICP, CZA, PRS-ESI**

COMMENT 1: Sec.2-905(C)(2) Yards: The 15' required yard shown along the western site boundary must be labeled.

RESPONSE: This side yard is now labeled.

COMEMNT 2: Sec.2-906 Lot Requirements: Note 3 regarding the size of the site must specify that Parcel 7D is the location of the proposed Auto Service Station expansion since several lots involved in the future boundary line adjustment are listed in note 2.

RESPONSE: This note has been revised accordingly.

COMMENT 3: Sec.2-907(E) Pedestrian Accommodation: The plan should provide pedestrian access to adjacent properties from the proposed Auto Service Station expansion site.

RESPONSE: Pedestrian access is now provided

COMMENT 4: Sec.2-907(G) Multiple Vehicular Entrances: The plan proposes multiple entrances on a primary arterial road, and coordination with OTS and VDOT should confirm how to minimize any threat to public safety.

RESPONSE: OTS recommends that we conform to VDOT requests. VDOT has removed any comments associated with this entrance. Therefore the entrances remain as is.

COMMENT 5: Sec.5-900(C) Rt.50 100' Parking Setback: The plan has been revised to show 8 parking spaces within the required parking setback along Rt.50. The plan must be corrected to remove these spaces. There is no modification provision for relief of this limitation in the RC District. There does not seem to be a demonstrable hardship approaching confiscation of the property that is required for the granting of a Variance by the Board of Zoning Appeals.

RESPONSE: These parking spaces have been removed.

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COMMENT 6: Sec.5-1102(A)(4) Commercial Vehicle Parking: The parking calculations should state that no commercial vehicles associated with the use are proposed to be parked on the site at any time.

RESPONSE: The commercial vehicles delivering supplies to the site, will be the only commercial vehicles parked on the site. Those vehicles will be parked on the site for the duration of the delivery process.

COMMENT 7: Sec.6-1310 SPEX Requirements: The applicant must provide a revised statement of justification.

RESPONSE: The Statement of Justification has been revised to reference Parcels 7, 7A, 7D and 7E and is attached hereto.

Nicole Steele, Project Manager
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**Office of Transportation Services
Memorandum dated April 3, 2007
from Art Smith, Senior Coordinator**

COMMENT 1: The applicant submitted a trip generation study which compared the service station trip generation with a by-right trip generation for a rural commercial land use. The study concluded 674 daily vehicle trips (dvt) would be generated by the service station versus 2,248 dvt by the by-right use. The conclusion misses the point that adding two additional fueling dispensers will increase trips with respect to the existing service station.

ORIGINAL RESPONSE: See attached memo dated January 23, 2007. Note that the trips will not be increased due to addition of fueling dispensers as we are not a destination use. The number of cars on the adjacent road remains the same whether we have 2 or 4 fueling dispensers.

STATUS: OTS has reviewed the memo dated January 23, 2007. No further analysis is required.

RESPONSE: No response required.

COMMENT 2: Current traffic volumes on a two lane Route 50 indicate likely inadequate service levels in the road's current two-lane configuration. As such, access to the site should be reconfigured to a single entrance meeting VDOT standards along with a right-turn lane meeting VDOT standards.

ORIGINAL RESPONSE: We do not concur, existing entrances as shown are to remain. In addition, we do not believe a right-turn only lane is needed on this section of Route 50.

STATUS: OTS notes VDOT is requesting entrance improvements and also received a negative response. The current entrance is, quite frankly, a mess. The applicant should provide the improvements specified by VDOT. Should the improvements not be provided, OTS will recommend denial of this application.

RESPONSE: VDOT was satisfied with our response and they no longer are requesting entrance improvements therefore the entrance as shown is to remain.

COMMENT 3: A note on the current CTP says the future typical section for Route 50 fronting this property. That is being done as part of the Countywide Transportation Plan (CTP). OTS checked with VDOT and found that no Route 50 traffic-calming project currently under design will reach as far east as this site. Therefore, Route 50 could be widened along the project frontage which may require right-of-way from this site. VDOT's views are welcome.

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ORIGINAL RESPONSE: VDOT has approved right-of-way on the northern side of Route 50 sufficient for the future widening projects. Additional right-of-way along the subject parcel is unnecessary.

STATUS: OTS has not reviewed VDOT views on this issue. Is sufficient right-of-way available for future widening? It is our view that any future widening will be accomplished on the north side of the road.

RESPONSE: Please review VDOT comments below, they are apparently satisfied with right-of-way provided since they are not asking for any.

Nicole Steele, Project Manager
May 16, 2007
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**Virginia Department of Highways
letter dated April 4, 2007
from John Bassett, P.E. Transportation Engineer**

COMMENT 1: We reiterate our previous comment # 7 dated January 3, 2007 as it was not adequately addressed by the applicant:

“7. Conduct and submit for review a bona fide turn lane warrant analysis in accordance with VDOT standards or other accepted methodologies. Include but not limited to ADT Route 50, posted and design speed of Route 50, site generated trip volumes based on proposed conditions, traffic directional splits and traffic dispersion at entrances, etc.”

RESPONSE: A turn lane warrant analysis is being performed for this site. As soon as the analysis is completed, we will forward a copy to you for review.

Nicole Steele, Project Manager
May 16, 2007
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**Environmental Review Team
Department of Building and Development
Memorandum dated April 11, 2007
from William Marsh**

COMMENT 1: Regarding the two ERT comments from the first review, the recommended condition for oil-water separator remains unresolved. The applicant did answer my query about secondary containment with a written description of the containment, but I would also like to review a corresponding graphical rendering, in plan view and cross section view. Please let me know if you have questions, and when the applicant wishes to meet with us.

RESPONSE: Secondary containment design and approved documents and dwgs are enclosed for your reference.

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Nicole Steele, Project Manager
May 16, 2007
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I believe we have addressed all of the County's comments regarding this application. Enclosed are fifteen (15) revised Special Exception Plat for review. Also enclosed are fifteen (15) copies of the revised Statement of Justification and one redline highlighting the changes.

I look forward to hearing back from you on this application after you have reviewed the Applicant's responses to the referral comments.

Sincerely yours,

SEVILA, SAUNDERS, HUDDLESTON & WHITE, P.C.

A handwritten signature in black ink, appearing to read "Robert E. Sevila".

Robert E. Sevila

enclosures

cc: Mr. Randolph Rouse
Kevin Van Hise

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